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SOURCE Newspapers as indicated.

PREDICTS SOVIET AID TO COMMERCIAL AIRLINES;
COMMUNISTS PLAN MORE RR CONSTRUCTION

USSR PLANES, PILOTS MAY FLY COMMERCIAL ROUTES -- Hsin-sheng Wan-pao, 15 Jan 50

There is a possibility that the USSR might step into the development of Chinese Communist airlines. The USSR has several types of passenger planes, including: the IL-12 which has two 1,700 horsepower engines, a cruising speed of 200 miles per hour, a seating capacity of 27, and a range of 1,240 miles; the IL-18 which has four engines and a seating capacity of 66; and the TU-70 which is an exact copy of the US B-29. If the Chinese Communists are short of trained flying personnel, they can temporarily hire Russian pilots to fly Russian-made planes, as was the case when American pilots were hired to fly American-made planes.

If the announcement made by the Nationalist government in Taihoku, on 14 January 1950, that Manchurian soybeans are being exchanged for Russian aircraft is true, Soviet planes may fly all Chinese routes very shortly.

There is no airline service from Hong Kong to any part of Communist China at present, and the possibility of early resumption of this service is remote. A reliable source in Hong Kong aviation circles reports, however, that a large British airline has a representative in China secretly negotiating to establish a branch depot in Shang-hai, and to expand its service to various other large cities in Communist China. Should these negotiations be successful, there will soon be service from Hong Kong to Shang-hai, Pei-p'ing, T'ien-ching, Ch'ung-ch'ing, and K'un-ming, by both Chinese and British planes.

With regard to this information, a responsible person in aviation circles stated that it is easy for the British side to talk about immediate resumption of airline service to Communist China, because such service could be far more beneficial to the British airlines than to those of Communist China, since the British have bigger planes which are better equipped than the Chinese. Although the British are eager to resume service to Communist China, whether or not the Chinese desire this, is questionable, particularly in view of the following circumstances:

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1. In comparison with the large number of DC-3s and DC-4s which the British airlines possess, the airlines of Communist China cannot, at best, scrape up more than 25 C-46s and C-47s, including the ten former CNAC and CACG planes which de-fected to them and eight planes impounded in Hong Kong. It would be several months before those planes are inspected, repaired, and made serviceable.

2. Hong Kong is the only nearby British territory; therefore, the Commun-ists can gain only one extra route, while the British can extend their routes to a number of cities. Even if the Communists want to extend their routes to other British territories in the South Pacific, with the meager equipment they have now, they cannot compete with the larger and better equipped airlines of the foreign nations.

3. There is a possibility of Chinese Communist passenger planes being shot down by Nationalist fighters.

4. The Nationalists still have B-24 and B-25 bombers in Taiwan and Hainan, with which they can destroy airfields on the Chinese mainland.

5. The distance between Kuang-chow and Hong Kong is so short that it is more profitable for the Communists to continue to develop domestic lines rather than to conclude an air agreement with the British, and thus gain only the one route to Hong Kong.

NATIONALISTS CLOSE INTERNATIONAL AIRFIELDS -- Hsin-sheng Wan-pao, 15 Jan 50

Taihoku, 14 January -- The Nationalist government officially announced today the closing of the last three international airfields on the China mainland: K'un-ming, Ch'eng-tu, and Nan-ning.

It is believed that this announcement was made to indicate to foreign na-tions that their planes are subject to attack by Nationalist planes when flying over mainland China.

KUO-T'AI BEGINS FLIGHTS TO BRITISH BORNEO -- Hsin-sheng Wan-pao, 11 Jan 50

The Kuo-t'ai Aviation Company of Hong Kong began scheduled flights from Hong Kong to Sandakan, Jesselton, and Na-min [probably Brunei], all in British Borneo, on 10 January 1950.

The manager of the airline, who returned to Hong Kong recently from a test flight to Borneo, reported that although the Sandakan airfield was severely dam-aged by the Japanese during the last war, it has been completely repaired to ac-commodate commercial planes. From Na-min to Jesselton is only 20 minutes by plane. At present, flights are made by way of Manila to only the above-mentioned three places in Borneo, but in the near future they will be extended to Kuching, the capital of Sarawak.

FORMER CNAC PLANE BEGINS TAIWAN-PHILIPPINE FLIGHT -- Hsin-sheng Wan-pao, 13 Jan 50

Taihoku -- A C-46 passenger plane, bearing the name and insignia of the new airline, the Civil Air Transport, Inc, owned by Maj Gen Claire Chennault, began flights between Taihoku and Manila on 13 January 1950. An investigation revealed that it is one of the five former CNAC planes in Taihoku which had been taken over by the Civil Air Transport, Inc.

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PLANS THROUGH TRAIN SERVICE TO PEI-P'ING -- Kung-shang Jih-pao, 11, 12 Jan 50

Kuang-chou -- While through train service from Kuang-chou to Shang-hai has just begun, railroad authorities in Kuang-chou are already planning to extend similar service to Pei-p'ing. A final decision concerning this plan will probably be announced within the next few days. Through train service from Kuang-chou to Nan-ching is also being contemplated.

With regard to selling through train tickets, the Railroad Bureau has divided the whole of China into three sections: (1) the South China section, that portion south of the Ch'ang Chiang; (2) the North China section, that north of Ch'ang Chiang up to and including Shan-hai-kuan; and (3) the Northeast China section, that north of Shan-hai-kuan including the whole of Manchuria. The Railroad Bureau emphasizes the necessity for accuracy and detailed information pertaining to each ticket sold, regarding the fare, the route which the passenger will take, stopovers, destination, etc., to avoid complications and mistakes which otherwise may occur during a long journey.

TWO NEW RAILROADS TO BE BUILT -- Kung-shang Jih-pao, 11 Jan 50

Kuang-chou, 10 January -- Railroad circles in Kuang-chou have reported that the Yueh-Han Railroad Control Committee has drawn up a plan to construct two new railroads in the Kuang-chou area: one from Kuang-chou to Shan-t'ou, and another from the mouth of the Hsi Chiang to Wu-chou. Work on both of these lines is to begin some time during the first half of 1950, and is to be completed in 2 years. About 20,000 construction workers are being recruited for this project, while some engineer troops are requested to protect the workers as well as to take part in the construction work.

The line to Wu-chou will start from the mouth of the Hsi Chiang and follow it to Wu-chou along the south bank. The eastern terminal, which will be located southeast of the river mouth, will be connected by ferry with the Kuang-San (Kuang-chou--San-Shui) Railroad.

The line to Shan-t'ou will begin at Kuang-chou, pass through Hui-yang, Haili, Lu-li, and Chieh-yang, and will connect with the Ch'ao-Shan (Ch'ao-chou--Shan-t'ou) Railroad. After this part is completed, the line will be extended to Mei-hsien.

TRAIN TRAFFIC RESUMED -- Wen-hui Pao, 15 Jan 50

Pei-p'ing, 14 January -- Another section of the Heng-yang--Kuei-lin--Kuei-yang railroad, between Kuei-lin and Liu-chou, was opened to traffic on 9 January 1950. The line is now passable from Heng-yang to Nan-tan, about 770 kilometers of the total length of 1,070 kilometers.

HIGHWAYS IN KWANGTUNG TO BE REPAIRED -- Wen-hui Pao, 13 Jan 50

Kuang-chou, 12 January -- Three construction units have been designated by the Highway Bureau of the Kuang-chou Military Control Commission for the reconstruction of the Kuang-chou--Shao-kuan, Shao-kuan--Ta-yu, and Kuang-chou--Shan-t'ou highways. Part of the first unit has been assigned to the Kuang-chou--Shan-t'ou highway, and part to the Kuang-chou--Ts'ung-hua portion of the Kuang-chou--Shao-kuan highway. The second unit is assigned to the Lu-t'ien to Mei-k'eng portion of the Kuang-chou--Shao-kuan highway, and the third unit to the Shao-kuan--Ta-yu highway.

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Repairs of the 120-kilometer highway, between Lo-ting and Hsin-i, are expected to be completed by 14 January 1950.

KWANGTUNG--KWEICHOW HIGHWAY REPAIRS NEARLY COMPLETE -- Kung-shang Jih-pao, 11 Jan 50

Kuang-chou, 10 January -- The whole of the western Kwangtung--Kweichow highway is almost completely repaired, and will probably be opened for traffic around 15 January 1950. The repairing of the 106-meter-long Tai-p'ing Bridge, which was the most difficult part of the work, was completed on 9 January 1950. Repairs on the Tung-chen Bridge, 86 meters long, are expected to be completed on 11 January 1950.

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